

GPTN SURVEY RESULTS

Survey Format

A survey consisting of twenty-one questions related to bicycling and multi-modal issues was sent to the Great Plains Trails Network (GPTN) membership as part of its February newsletter. The intent of the survey effort was to gather information from this group of users and advocates of the bicycle system in Lincoln. Please note that the results of this survey are not to be construed as representative of the entire population of the Lincoln/Lancaster community. Rather, the results should be viewed as informative of the opinions of the GPTN membership which is largely made up of active users of the local bicycle system and/or advocates of this system. For contextual purposes, the following is the charge statement from the GPTN's website:

The Great Plains Trails Network is a group of citizens who advocate and support a network of trails in and around Lancaster County, Nebraska, for jogging, biking, walking and horseback riding. The network seeks the acquisition, development and wide availability of trails by:

- *Securing funding from public and private sources*
- *Working cooperatively with governmental agencies*
- *Lobbying for favorable legislation*
- *Providing opportunities for persons to learn more about trails, their value and appropriate use*

GPTN's Goals for the Future:

- *Supporting a Master Plan for trails in Lincoln & Lancaster County*
- *Acquiring links to connect existing local trails*
- *Planning for external trail connections with Omaha and the coast-to-coast American Discovery Trail*
- *Monitoring of trail use*
- *Working with governmental agencies to improve trail safety and utilization*

A total of 931 surveys were mailed as part of this effort based on the GPTN membership mailing list. The survey instrument was inserted into the newsletter mailing. No return envelope or postage was included in this mailing. Respondents were given until March 15 to return their completed surveys which gave them approximately 2 weeks to complete the form.

Of the 931 surveys mailed, 233 were completed and returned by the due date of March 15. This equates to a 25% response rate which is very good considering there was no envelope or postage provided for the return of the survey, and there was no follow-up effort attempted to increase the amount of response.

The 21 questions included in the survey consisted of a variety of questions that asked for a range of

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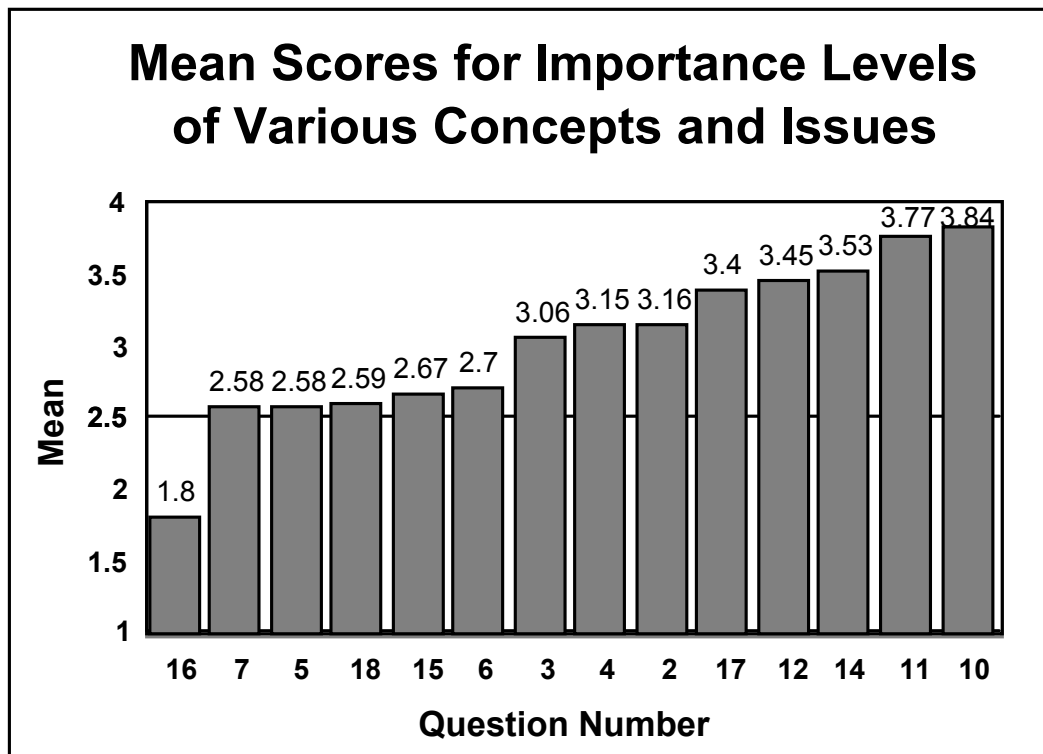
opinions including the level of importance the respondent assigned to various bicycling concepts and issues, the respondent's level of satisfaction with various aspects of the local bicycle system, and specific questions regarding how the respondent uses the bicycle system. A copy of the survey form with complete results is included at the end of this report for the reader's review.

Overview of Survey Results

Results of the survey questions are separated according to the type of question asked. Of the total 21 questions asked, 14 were in a format that asked how important the respondent felt a particular aspect or issue was regarding the bicycling system and environment. For each of these types of questions, a scale ranging from 1 to 4 was used to establish a mean score for each question as follows:

- 4 - Extremely Important
- 3 - Somewhat Important
- 2 - Somewhat Unimportant
- 1 - Extremely Unimportant

Given this scale, a mean score equal to or greater than 2.5 indicates the respondents felt the issue or concept being asked about was more important rather than less important. The results of those respondents that answered "No Opinion/Not Sure" for these questions were not factored into the mean scores, but the frequency of such a response was recorded. The following is a summary chart of the mean score results of the 14 questions that were presented and answered in this format:



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The above chart indicates that 13 of the 14 questions presented in this format rated above the 2.5 mean threshold, which indicates they were generally considered more important than not according to the respondents. Only Question 16, which asked “How important is it to you to have showers and changing areas available at your destinations along bicycle routes,” rated below this threshold and scored only 1.8. Two concepts in particular rated highest in importance level. They were presented in the questions asking “How important is it to you to have Lincoln’s existing trail system maintained at a very high level,” which scored the highest mean of 3.84, and “How important is it to you that Lincoln’s bicycle trail system be expanded in the future” which scored 3.77. Three other concepts scored high enough to separate from the others and they include the following:

- Question 14: “How important is it to you to have a bicycling advocate working in City Hall?” - Mean Score of 3.53
- Question 12: “How important is it to you to have traffic law education programs conducted for both bicyclists and automobile drivers?” - Mean Score of 3.45
- Question 17: “How important is it to you to improve the acceptance level of bicyclists in the Downtown area?” - Mean Score of 3.40

The concept of bike lanes was given overall support from respondents with a mean score of 3.15 in Question 4. However, when cost issues were presented to this same concept of adding bike lanes to the bicycle system, the level of importance attributed to this concept dropped considerably as the results of Questions 5 and 6 indicate. These questions asked for the level of importance to remove on-street parking in order to install bike lanes, and the level of importance to purchase additional street right-of-way to install bike lanes. For each question, the level of importance as reported in the respective mean scores for these questions dropped to 2.58 for Question 5 and 2.7 for Question 6. Thus, it appears the issue of cost, when considering installing bike lanes, is an important factor.

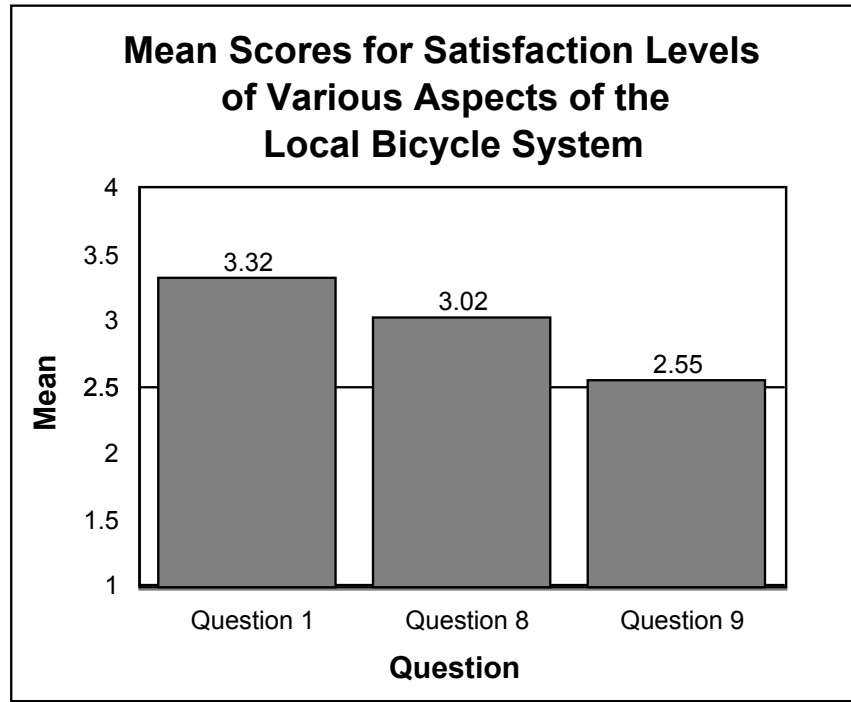
Another form of questioning in the survey asked the level of satisfaction the respondent felt with various aspects of the bicycling system in Lincoln. Of the total 21 questions asked, 3 questions were asked in this fashion. For each of these types of questions, a scale ranging from 1 to 4 was again used to establish a mean score for each question as follows:

- 4 - Extremely Satisfied
- 3 - Somewhat Satisfied
- 2 - Somewhat Unsatisfied
- 1 - Extremely Unsatisfied

Given this scale, any mean result that is equal to or greater than 2.5 indicates the respondents felt more satisfied than less satisfied with the issue or concept under consideration. The results of those respondents that answered “No Opinion/Not Sure” for these questions were not factored into the mean scores, but the frequency of such a response was recorded.

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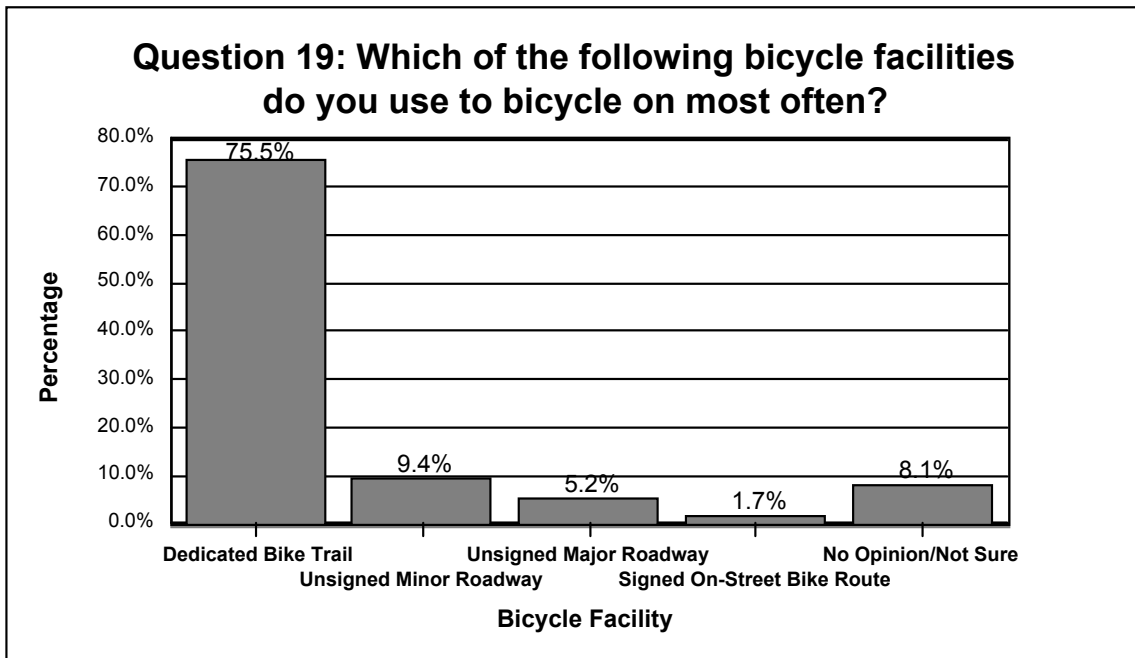
The following is a summary chart of the mean score results of the 3 questions that were presented and answered in this format:



In general, respondents were satisfied with the Lincoln bicycling environment as seen with the results of Question 1 (mean score of 3.32) which asked the question “How would you rate your overall satisfaction with Lincoln’s bicycling environment?” However, satisfaction with signage along Lincoln’s trail system was lower (mean score of 3.02 for Question 8), and there was much less satisfaction with the signage for the on-street bicycle route system which scored a 2.55 mean in Question 9, just barely above the overall support threshold of 2.5. The answers to Question 9 did contain one of the highest level of answers for “No Opinion/Not Sure” (57) most likely due to the lack of knowledge and use of the on-street bike route system in Lincoln.

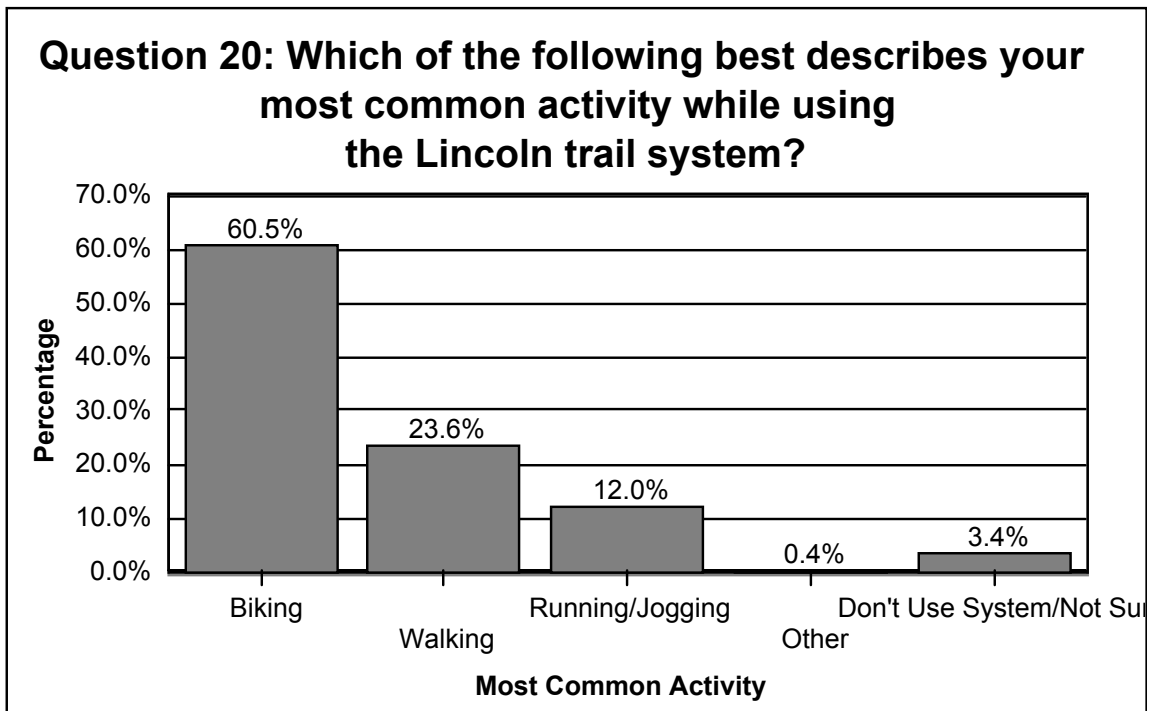
Question 13 asked respondents to indicate their ideal width for a bicycle trail by choosing from possible width options of 8 feet, 10 feet, 12 feet, 14 feet, or No Opinion/Not Sure. The mean response to this question resulted in 10.26 feet. It should be noted here that the standard width of bicycle trails in Lincoln is currently 10 feet. This question also received a high level of answers for “No Opinion/Not Sure (62). This may indicate a general lack of knowledge of the actual widths of bike trails in use in the Lincoln community and therefore a lack of perspective to answer such a question.

Questions 19, 20, and 21 each asked the respondents to answer specific questions regarding their form of use and reasons for using the local bicycle system. Question 19 asked respondents to indicate which type of bicycle facilities they use most. The results to this question are as follows:



As the results of this question indicate, the vast majority of users of the local bicycle system use dedicated bike trails most often with 75.5% of the total response. The lowest response was given to the “Signed On-Street Bike Route” option with only 1.7% of respondents answering this way.

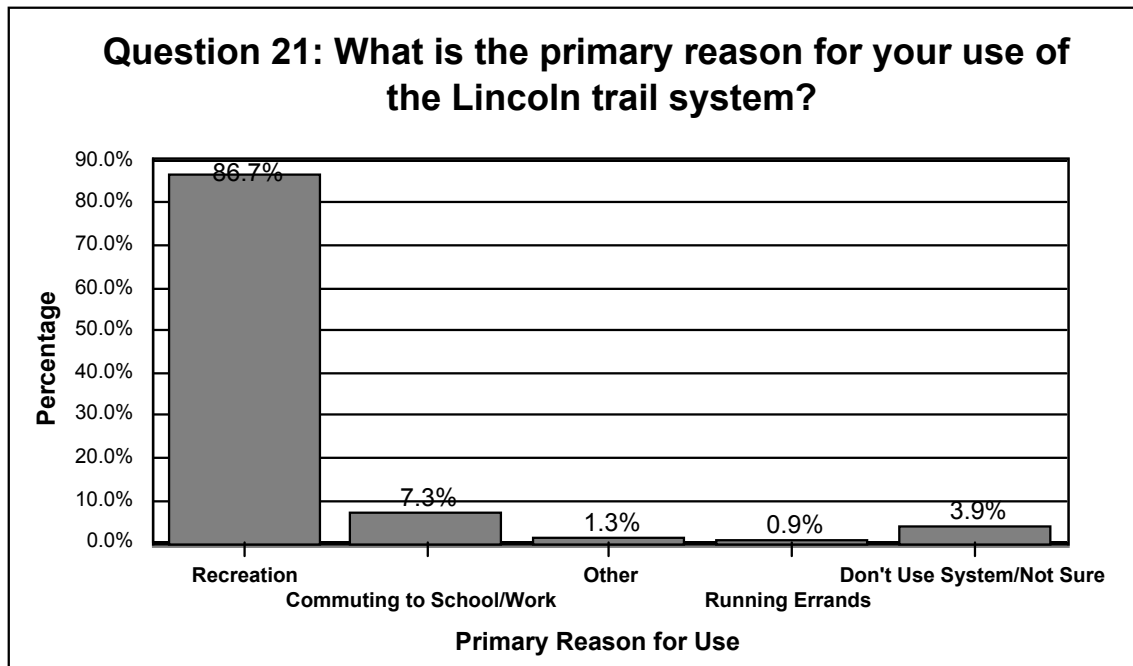
Question 20 asked respondents to indicate their most common activity while using the trail system. The results to this question are as follows:



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Clearly the most common activity while on the bike trail is biking with 60.5% of respondents answering in this manner. However, walking and running/jogging both have large segments of users as well with 23.6% and 12% of respondents answering for these activities respectively. This indicates that there are large segments of users that do use the trail system for reasons other than bicycling.

Finally, Question 21 asked respondents to indicate their primary reason for using the trail system. The results to this question are as follows:



It is evident from the above results that the trail system is largely used for recreational purposes. However, it should not be ignored that 7.3% of respondents indicated that their primary reason for using the trail system is for commuting to work or school. Such a response indicates that users are willing and are able to use the trail system in such a way, and there likely are additional users that use the system to commute, but this may not be their primary reason for using the trail system.

Additional Information

Cross-tabulations were conducted to see if there were significant differences in answers from those respondents that answered two specific questions differently. Answers to Question 20, which asked respondents their most common activity while using the local trail system, and Question 21, which asked the primary reason for using the trail system, were separated according to those that answered biking, walking, and running/jogging respectively for Question 20, and according to those that answered recreation and commuting to school/work respectively for Question 21. The complete set of comparisons is available at the end of this report for the reader's review.

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The disseminated results of Question 20 indicate an interesting trend. Those that answered either walking or jogging/running were consistently more adamant about the importance of each concept or issue presented in the questions than those that answered biking. As an example, the results for Question 17, which asked for the importance of improving the acceptance level of bicyclists in Downtown Lincoln, received a mean score of 3.48 from the walkers and 3.63 from the joggers/runners, but only 3.32 from the bikers. Another trend is that those that answered walking or jogging/running were generally less satisfied with the bicycling environment (Question 1), and with the bike trail and bike route signage (Questions 8 and 9), than those that answered biking. This was especially apparent with those that answered jogging/running. Finally, walkers and joggers/runners felt that the ideal width of a bike trail should be wider (10.26 feet and 10.53 feet respectively) than the bikers (10.18 feet).

With Question 21, the results were broken out into those that answered recreation as their primary reason for using the trail system and those that answered commuting to school/work. Those that answered commuting to school/work attributed much more importance to the idea of purchasing additional street right-of-way for bike lanes (3.00 mean) compared to those that answered recreation (2.66 mean). Commuters also were much more supportive of the idea of providing bike lockers in commercial and office areas than were recreational users (3.06 to 2.53 respectively). Commuters also felt the ideal width of a bike trail should only be 9.86 feet, while recreational users felt it should be 10.3 feet. Finally, commuters were much less satisfied with the Lincoln bicycling environment (2.94 mean) compared to recreational users (3.35 mean), as well as with the signage on the trail system and the bike route system.

Further Review

Attached at the end of this report are the complete results of the survey in the format of the survey instrument for the reader's review and dissemination. Also attached are the complete results of the cross-tabulations of Questions 20 and 21. Finally, a listing of the written comments from respondents are provided for additional informational purposes.

SURVEY FORM

Dear Survey Respondent,

Thank you very much for taking the time to complete this short survey. Completing the survey will only take a few minutes and your opinions will help shape future bicycle policy in the City of Lincoln and Lancaster County as part of the Lincoln/Lancaster Multi-Modal Transportation Study. Your responses will be kept anonymous. Results of the survey will be provided in a future GPTN mailing.

Once you have completed the survey please mail it to the following address no later than **March 15, 2004**:

GPTN
5000 N. 7th Street
Lincoln, NE 68521

Thank you for your participation once again.

Sincerely,

GPTN Staff

SURVEY FORM

Please answer each of the following questions by marking the box next to the answer that you agree with most. If you have no opinion or if you are not sure, please select the box indicating that choice.

1. How would you rate your overall satisfaction with Lincoln's bicycling environment? **M=3.32**

- 36.9%** Extremely Satisfied
- 51.1%** Somewhat Satisfied
- 6.9%** Somewhat Unsatisfied
- 0.0%** Extremely Unsatisfied
- 5.2%** No Opinion/Not Sure

2. How important is it to you that efforts be made to decrease the amount of automobile use in Lincoln? **M=3.16**

- 42.1%** Extremely Important
- 32.6%** Somewhat Important
- 15.5%** Somewhat Unimportant
- 5.6%** Extremely Unimportant
- 4.3%** No Opinion/Not Sure

3. How important is it to you that local financial resources be used to increase the use of the transit system in Lincoln? **M=3.06**

- 32.2%** Extremely Important
- 38.6%** Somewhat Important
- 16.7%** Somewhat Unimportant
- 5.2%** Extremely Unimportant
- 7.3%** No Opinion/Not Sure

4. How important is it to you that on-street bicycle lanes be added to Lincoln's bicycling system? **M=3.15**

- 36.5%** Extremely Important
- 41.6%** Somewhat Important
- 8.2%** Somewhat Unimportant
- 7.3%** Extremely Unimportant
- 6.4%** No Opinion/Not Sure

5. How important is it to you to have the City of Lincoln remove on-street parking in order to install on-street bicycle lanes? **M=2.58**

- 17.6%** Extremely Important
- 32.6%** Somewhat Important
- 17.2%** Somewhat Unimportant
- 18.5%** Extremely Unimportant
- 14.2%** No Opinion/Not Sure

6. How important is it to you to have the City of Lincoln purchase additional street right-of-way in order to install on-street bicycle lanes? **M=2.70**

- 19.7%** Extremely Important
- 37.3%** Somewhat Important
- 20.2%** Somewhat Unimportant
- 13.3%** Extremely Unimportant
- 9.4%** No Opinion/Not Sure

7. How important is it to you that bicycle racks be provided on StarTran buses? **M=2.58**

- 14.6%** Extremely Important
- 33.9%** Somewhat Important
- 22.7%** Somewhat Unimportant
- 13.7%** Extremely Unimportant
- 15%** No Opinion/Not Sure

Please continue on the next page.

SURVEY FORM

8. How would you rate your overall satisfaction with bicycle related signage on Lincoln's bicycle trail system? **M=3.02**

21% Extremely Satisfied
48.5% Somewhat Satisfied
15% Somewhat Unsatisfied
2.1% Extremely Unsatisfied
13.3% No Opinion/Not Sure

9. How would you rate your overall satisfaction with bicycle related signage along Lincoln's on-street bicycle route system? **M=2.55**

5.2% Extremely Satisfied
36.1% Somewhat Satisfied
29.6% Somewhat Unsatisfied
4.7% Extremely Unsatisfied
24.5% No Opinion/Not Sure

10. How important is it to you to have Lincoln's existing trail system maintained at a very high level? **M=3.84**

83.7% Extremely Important
12.9% Somewhat Important
1.3% Somewhat Unimportant
0.0% Extremely Unimportant
2.1% No Opinion/Not Sure

11. How important is it to you that Lincoln's bicycle trail system be expanded in the future? **M=3.77**

76.8% Extremely Important
17.6% Somewhat Important
2.6% Somewhat Unimportant
0.0% Extremely Unimportant
3.0% No Opinion/Not Sure

12. How important is it to you to have traffic law education programs conducted for both bicyclists and automobile drivers? **M=3.45**

52.8% Extremely Important
35.6% Somewhat Important
7.7% Somewhat Unimportant
0.9% Extremely Unimportant
3.0% No Opinion/Not Sure

13. In your opinion, what is the ideal width for a bicycle trail? **M=10.26**

16.7% Eight (8) Feet Wide
34.1% Ten (10) Feet Wide
18.7% Twelve (12) Feet Wide
3.9% Fourteen (14) Feet Wide
26.6% No Opinion/Not Sure

14. How important is it to you to have a bicycling advocate working in City Hall? **M=3.53**

55.8% Extremely Important
32.2% Somewhat Important
3.9% Somewhat Unimportant
1.3% Extremely Unimportant
6.9% No Opinion/Not Sure

15. How important is it to you to have additional landscaping placed along on-street bicycle routes and along bicycle trails?

M=2.67

12.4% Extremely Important
47.2% Somewhat Important
29.2% Somewhat Unimportant
7.3% Extremely Unimportant
3.9% No Opinion/Not Sure

Please continue on the next page.

SURVEY FORM

16. How important is it to you to have showers and changing areas available at your destinations along bicycle routes? **M=1.80**

- 3.4%** Extremely Important
- 13.7%** Somewhat Important
- 32.2%** Somewhat Unimportant
- 38.6%** Extremely Unimportant
- 12.0%** No Opinion/Not Sure

17. How important is it to you to improve the acceptance level of bicyclists in the Downtown area? **M=3.40**

- 50.6%** Extremely Important
- 33.5%** Somewhat Important
- 9.0%** Somewhat Unimportant
- 1.7%** Extremely Unimportant
- 5.2%** No Opinion/Not Sure

18. How important is it to you that bicycle lockers be made available to bicyclists in commercial and office areas? **M=2.59**

- 13.7%** Extremely Important
- 35.6%** Somewhat Important
- 22.3%** Somewhat Unimportant
- 12.9%** Extremely Unimportant
- 15.5%** No Opinion/Not Sure

19. Which of the following bicycle facilities do you use to bicycle on most often? (Please choose only one.)

- 75.9%** Dedicated Bike Trail
- 1.7%** Signed On-Street Bike Route
- 5.2%** Unsigned Major Roadway
- 9.5%** Unsigned Minor Roadway
- 7.8%** Other/Not Sure

20. Which of the following best describes your most common activity while using the Lincoln trail system? (Please choose only one.)

- 60.5%** Biking
- 23.6%** Walking
- 12%** Running/Jogging
- 0.4%** Other
- 3.4%** Don't Use System/Not Sure

21. What is the primary reason for your use of the Lincoln trail system? (Please choose only one.)

- 86.7%** Recreation
- 7.3%** Commuting to School/Work
- 0.9%** Running Errands
- 1.3%** Other
- 3.9%** Don't Use System/Not Sure

You're Done!
Thank You Very Much For
Your Participation!

Please mail your completed survey to the following address by **March 15, 2004**:

GPTN
5000 N. 7th Street
Lincoln, NE 68521

For more information regarding the Multi-Modal Transportation Study effort, please visit the project's web site at:
<http://www.ci.lincoln.ne.us/city/plan/multi/index.htm>.

Cross Tabulations for Questions 20 and 21

		Question 20			Question 21	
Question	Total GPTN	Answered Biking N=141	Answered Walking N=55	Answered Jogging N=28	Answered Recreation N=202	Answered Commuting N=17
1	3.32	3.33	3.34	3.19	3.35	2.94
2	3.16	3.07	3.30	3.30	3.15	3.25
3	3.06	2.98	3.33	2.87	3.06	2.94
4	3.15	3.11	3.19	3.15	3.12	3.25
5	2.58	2.52	2.51	2.84	2.54	2.69
6	2.70	2.71	2.62	2.81	2.66	3.00
7	2.58	2.47	2.74	2.65	2.55	2.56
8	3.02	3.05	3.02	2.77	3.04	2.71
9	2.55	2.59	2.56	2.38	2.58	2.35
10	3.84	3.80	3.91	3.89	3.85	3.82
11	3.77	3.78	3.77	3.75	3.79	3.65
12	3.45	3.38	3.63	3.48	3.46	3.53
13	10.26	10.18	10.26	10.53	10.3	9.86
14	3.53	3.50	3.54	3.76	3.53	3.71
15	2.67	2.62	2.81	2.73	2.72	2.41
16	1.80	1.73	1.80	2.15	1.78	2.06
17	3.40	3.32	3.48	3.63	3.39	3.41
18	2.59	2.52	2.68	2.79	2.53	3.06

Comments from Bicycle Survey

Question	Comment
1	Extremely satisfied with trails; extremely unsatisfied with roads
	Need bike lanes
	Unsatisfied not because I think the streets are unsafe - statistics show they are safe! Unsatisfied not because I want bike lanes - I don't. I am unsatisfied because there is no education about safe bicycling, combating the myths ("Stay out of the way of cars to be safe!"). I am unsatisfied because many influential people think bicycling is unsafe.
3	State and federal sources must also be tapped.
	If this includes color coded maps at bus stops, easy to understand. Frequent buses, etc. to minimize waits.
	Federal funds should be found also.
4	In some areas
	Enforced!
	Depends on safety
	Through downtown only
5	A big problem as parking scarce!
	Only on major streets - not in residential neighborhoods
	There is not enough on-street parking as it is! Ridiculous!
	Would encourage bicycles and mass transit due to difficulty finding parking.
	No, this would be disastrous!
	Depends entirely on location - great some places, awful other places.
	Through downtown only
6	In this economy?? Or any time!
	Depends on whether a person thinks that the purchase of right-of-way is necessary. There are different ways to build bike lanes, and some of them (i.e. removing parking) don't involve widening the street. Also, streets could be widened in many places without purchasing additional right-of-way. An additional complication here relates to how much that a person presumes that this might occur.
7	Great idea!
	Ludicrous!! If one is riding a bike, why need a bus rack??
	Very important issue
	Lincoln isn't that big. Either one should ride a bike or ride the bus. Both would not be needed for the same trip.
8	It is ignored as far as I can tell
9	There's an on-street trail system??
	Don't see much
10	I am impressed with how quickly trails cleared.
	I think the City does a commendable job.
	As high as needed - without wastefulness
	Some places

Comments from Bicycle Survey

Question	Comment
11	Please note - I feel that trail connections are vitally important.
	Let's expand north of Superior some instead of so much in south Lincoln
12	Some ignore traffic rules
13	10' - Allows room for walkers and runners
	Depends on location - wider where busy
	It depends on the trail, but most are narrower than I think is best.
	The width of the MoPac is perfect.
	Whatever the width of current Rock Island is good
	Whatever it currently is
	What are they now? They're fine.
	Depends on whether it's a trail, or an on-street route. Need more space when with auto traffic.
14	Do you mean a "multiuse path" - for joggers, walkers, dogs, baby carriages, skateboarders, roller bladers, and cyclists?
	What about pedestrian advocate?
15	If this person understands that "cyclists are best when they act and are treated as operators of vehicles", then I'd say "extremely important." If this person thinks bike lanes are necessary and sees no need to educate cyclists about safe cycling, then I'd say "extremely unimportant." He or she could do much good or much damage to cycling in Lincoln.
	Nice, but not essential during fiscally challenging times. Could be GPTN volunteer effort.
	This is really two questions. The answers might be very different for on-street versus trails.
	This question is really two questions. I don't see any reason for additional landscaping along on-street bicycle routes, but I definitely think that it is a nice thing to have along greenway-type trails.
16	If people are going to need showers, they need to do it on their own!
	Encourage but don't mandate
17	If they obey traffic laws
	Japan has 2-way bike trails in downtown areas - we don't - why not?
18	Commercial and office areas need their space!
19	This question should probably be limited to mileage within the City of Lincoln. This question may not trip up many GPTN members, but avid bicyclists (more the racer or GPBC-type) will go outside of town and put on a lot of miles riding on the highways and rural blacktop roads. For that matter, I think that the question would be more useful if it asked for a rough estimate of the person's total in-town mileage and then percentages for each road type. You'd be able to dig a little more out with that information.
20	I used to use the trails as a dog-walker, but the dog can barely walk now, so I started biking again last year.
21	Bird-watching and/or cycling
	Recreation, because it's not safe to ride to work

Comments from Bicycle Survey

Question	Comment
Gen	I cannot believe that some of these questions are even being asked!!
	Living outside City limits now. Seldom use trail system except for an occasional walk. First interest is to see more trails connected. 10 years ago when I did use them, they didn't go anywhere. Happy to see growth and improvements over the years.
	Nice survey ... what about pedestrians?
	Use trails to reduce obesity! Reduce obesity and reduce health care costs - one of our major economic concerns!
	On-street and along street trails are not useful to me due to extreme amount of car exhaust (i.e. on Old Cheney)
	We are in our 80's and can not use the trails but we do support them. I would love to take a "golf cart" ride on them during a fund-raiser.
	Thank you for the leadership in creating a fine, fine trail system. One concern -- continued horse traffic on Rock Island and MoPac sections -- road apples and deep hoof prints
	Need more info for pedestrian usage
	I think that you may get a few interesting things out of the survey. In particular, I will be interested in a comparison of the answers to questions 4 and 11. I would expect -- for GPTN members -- that the answer to question 11 should almost always be, "extremely important." That's what I answered. But then, with a group of people that is obviously very interested in trails development, it will be interesting to see how important bicycle lanes are to them.
	How about a direct question on the level of concern for bicycle safety by county prosecutor, LPD, and other government officials. This needs attention and lobbying!
	Highway 77 -- Dangerous, but no stop and go; paved for my road bike; ultimately the Salt Creek from Superior, past Menards, under 27th, under Cornhusker Highway, past Haymarket park (right turn Oak Lake, left turn downtown), under West O, past Wilderness -- this could be a non-stop, no bridge needed, no traffic to cross paved trail -- down and back 20-30 miles -- similar to Keystone Trail in Omaha (the only thing in Omaha I want).
	1. You need a comment line so participants have an opportunity to list the areas most important to all, not just those who live and die for biking. 2. A better rating system would have been numbers 1-5 with #1 being most important. 3. Thank you for your continued work for Lincoln's trails!